

INTRODUCTION

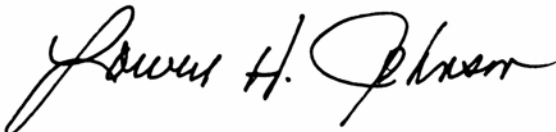
The Regional Airport Plan (RAP) is our way of defining priority airport development that supports FAA regional and national objectives. The initiatives presented are not complicated, nor should they be surprising. The benefit is the focus they bring to our work with sponsors in master planning and capital improvement discussions and decisions. The annual revision to this RAP provides an opportunity to review the direction we have been taking, and adjust our course as needed. In aviation, change is a constant force, and we must remain flexible to meet new challenges.

One objective of the RAP is to try to peer into the future to help airports prepare for forecast needs. This includes improvements to safety of operations, adding new runways or runway extensions where needed, upgrading facilities to meet a new class of user, addressing pavement condition, and preparing for new technology.

Over the years, we have completed many of the RAP initiatives, which emphasize meeting federal standards and improving airport safety. These initiatives and accomplishments are described in the following pages. They include improving runway safety areas to meet design standards, correcting runway line of sight, reducing the potential for incursions by building roads around runways, and adding parallel taxiways. This year, we completed our surveys of airports for suspected alkali-silica reaction (ASR), and introduced an initiative to prepare for the use of localizer performance with vertical guidance (LPV) instrument approaches. Also, we are preparing airports for increased business-jet operations, and keeping an eye on the prospect for light jets and their affects on development needs.

While we are pleased to have made steady strides in pursuit of achieving the RAP initiatives and national objectives, each new edition identifies more opportunities for further improvements. We must remind everyone, however, there are no guarantees for specific project approvals, or grant support for the projects described in this RAP. National directives and federal funds availability will influence schedules and project accomplishment. Nevertheless, we will work within available resources to help sponsors make steady and measurable improvements in the airport system for the benefit of its users.

Our division and three district offices thank you for supporting our efforts to carry out RAP objectives, and we look forward to achieving more successes. We are committed to assisting airports in improving their facilities to meet local needs, which, in turn, contributes to the overall safety and efficiency of the national airport system.

A handwritten signature in black ink, appearing to read "Lowell H. Johnson". The signature is fluid and cursive, with the first name "Lowell" being more prominent and the last name "Johnson" following in a similar style.

Lowell H. Johnson
Manager, Airports Division